

## INVESTIGATE EVILS OF PRIVATE BEEF CARS

DOES RENT PAID AMOUNT TO A REBATE?

MILEAGE OF CENT AND A HALF

Used as a Weapon to Secure a Monopoly by the Trusts.

WASHINGTON, November 28.—In the discussion in Congress and elsewhere this winter of the weapons by which the monopoly steadily overpowers its industrial assailants, the ownership of private cars by the great beef packing houses will not be forgotten, if Mr. J. W. Midgley, of Chicago, can prevent it. He is reported to have the backing of Mr. Morgan, Mr. Harriman and Mr. W. K. Vanderbilt, and to have interested an association in pushing the reform.

The packers now ship dressed beef in their own cars upon which the railroads pay them a mileage, which often amounts to more than 25 per cent. per annum of the cost of the car. This is virtually a discrimination in freight rates in favor of the companies big enough to run their own car service, and at the same time many railroads now hold that it is cheaper for the roads to allow this mileage than it would be to provide the cars themselves. The situation is much the same as that out of which the Pullman Car Company makes its profit.

Any one railroad attempting to own enough refrigerator cars to meet the demand of its traffic would have an excess of equipment on hand most of the time. When the packing companies own their own cars, this is all under control; equipment and the demand for it run along side by side. Then some of the roads are glad to be relieved of increasing their investment in rolling stock. It was also maintained in the early days of the practice that each packing company wanted a car having patented devices of its own selection. It was easier for the

railroads to let them buy their own cars than to attempt to meet their peculiar requirements.

An Old Conflict.

This private car controversy is a part of the conflict of long duration over the relation which rates on live stock should bear to those on dressed meat; upon the outcome important industrial results always hinge. As long ago as 1883, Mr. Armour argued that "the actual cost of carrying the traffic should be made the basis of transportation charges" and against the plan in vogue of adjusting the rates on dressed beef so as to make the charge for its transportation amount to the same per pound as the rates on the same dressed product which was transported East in the shape of live stock. Upon this principle the dressed cattle rate would be less per cent. than the live rate. Mr. Armour's objection was not heeded and the trunk lines adhered to their contention that "the cost of transporting a pound of dressed beef should be the same whether it arrived at destination as live stock or as dressed beef."

At that time the effect upon this controversy of refrigerator cars, controlled by leading packers, had been but little felt. These cars had been allowed a mileage of three-fourths of a cent per car and in some instances the railroad declined to allow mileage on their return, unless they were sent back loaded. It was, therefore, something of a shock when contracts began to be discovered in which the packers were allowed a cent a mile on their refrigerator cars, loaded or empty. It was found in 1884 that on each hundred loaded dressed beef cars going East, not to exceed five were sent back loaded, while of box cars, carrying provisions, grains and miscellaneous freight, 90 per cent. were loaded on their return trip. The railroads had come to recognize regularly as such a prime necessity in fresh beef movement that they ran the refrigerator cars both ways with the evenness almost of a shuttle.

How Plan Works.

In 1885 the railroad companies admitted having paid as car mileage for the use of private freight cars \$7,744,025, of which nearly half was for the rental of refrigerator cars. Not satisfied with the employment of these cars in the transportation of fresh meat, the packers had gradually worked them into use in the carriage of provisions of all kinds from their slaughter houses. It was shown that the average time of beef trains from Chicago to New York was sixty-five hours, against 160 hours for ordinary freight trains. It further appeared that the number of loaded cars of dressed beef per train averaged twenty-one and of livestock twenty-five, and of other freight thirty.

The growers of live stock had petitioned Congress fifteen years ago for an investigation of the discriminations brought

## PERFORMERS CHEERED BY NEWS BOYS IN TOMLINSON HALL.



Harry Porter Sings "The Fortune-Telling Man." J. Russell Powell Sings "My Mother Was a Northern Girl," with Interpolation Pictures. Charles Leonard Fletcher's Impersonation of Senator Chauncey M. Depew. Mr. L. Lemon, of Falke & Lemon, catches the Big Audience with His Songs and Sayings.

about by the private cars in favor of meat products. In response select committee, of which Mr. Vest, of Missouri, was chairman, was sent back to the States of Kansas, Illinois, Nebraska and Texas as his associates, was appointed. It was instructed to examine all questions touching the meat production of the United States, and the testimony submitted is often referred to in anti-trust discussions. One instance was given of a refrigerator car company at El Paso which had worked up a good trade in fresh meats at Los Angeles and San Diego, when a prominent Kansas City packer set out to monopolize these markets. The railroad company could not furnish refrigerator cars at El Paso, so it was decided to ship cattle on the hoof to southern California. The packer, however, had a plan. He had a car which he had had built in Kansas City, and he had a dealer and compelled him to sell his cattle in Kansas City instead.

The Packers' Side.

Mr. S. D. Armour, of Kansas City, when asked what rate the railroads paid him for the use of his refrigerator cars, replied that he had known them to pay as high as 14 cents a mile. He thought the railroads had the right to pay whatever they agreed to. When it was sug-

## BRIEF CITY NEWS

W. R. Somerville's Success.

The Indianapolis representatives of the Prudential Insurance Company are to enjoy a banquet to-night, given by W. R. Somerville, who has won the \$50,000 diamond pin award for the company for the agent that would write the most "business" for a period fixed by the company. The prizes are given in each class of insurance offered by the company, and the young Somerville won in Class C, ordinary. There were 14,000 agents in the competition. This is the first time that the prize has been awarded west of New York. Mr. Somerville, who is twenty-one years old, is a resident of Irvington.

Considering High Tax Levy.

President Gavin, of the Commercial Club, will appoint a committee of five of the club members to confer with the School Board on the proposed 10-cent increase in the school tax levy limit. This action was decided on at the meeting with Commissioners Siskels and Moore, of the School Board, yesterday. The club directors are confident that the proposed increase will be a good one, and that the school needs more money by taxation, but there is some question whether there should not be a bond issue, too, so additional funds might be procured without waiting until 1904, when the revenue from an additional levy would become available.

Republican Caucus Not Called.

The Republican caucus to select a member of the City Council to succeed Harry M. Hendon, resigned, will not be held. The caucus Chairman Billingsley says that he has not received an official notice of the vacancy from Mayor Bookwiler, so he has nothing of official on which to base a caucus call. Several committees have been formed to elect George H. Evans for the vacancy, but he has announced to-day that he was not a candidate.

Brightwood Water-Works.

The Board of Works will decide before the end of the year the increase in rates necessary to make the Brightwood water-works self-sustaining. It is probable they will be increased about one-half. The increase will go into effect January 1, as most of the contracts expire then. The members of the board say it would be cheaper in the long run if the people of Brightwood would sell the plant to the Indianapolis Water Company.

Looking for Pointers.

W. H. Allen, general secretary of the State Charities Aid Association of New Jersey, in a letter to Amos Butler, secretary of the Indiana Board of State Charities, says a movement is on in New Jersey for State supervision and control of the care of the insane, blind, deaf and dumb, and the care of the aged and infirm. The association of which the writer is secretary is not authorized by law to supervise public institutions.

Damages Awarded Mrs. Clark.

In the suit of Mrs. Sarah Clark against the Indiana Street Railway Company, in Judge Leathers' court, the jury brought in a verdict of \$125 damages. The evidence showed that Mrs. Clark, in attempting to get on a street car was thrown by the car's sudden start. Her leg was broken and her hip injured.

Judgment Against the Vandalias.

Judge Carter today entered judgment for \$10,000 in the case of Vinton A. Sample against the Vandalias. The case was tried before Judge Carter in the Circuit Court. The Vandalias were a team of horses owned by the defendant, which was a team of horses owned by the defendant, which was a team of horses owned by the defendant.

New Officers of Underwriters.

The Indiana Association of Underwriters, at its annual meeting last evening, elected Danforth Brown, president; Robert McFarland, vice-president; and T. C. Ashbrook, secretary-treasurer. L. C. Butler, B. J. Gilmore and H. G. McCullough were chosen for the executive committee.

Streets May be Flushed.

It is not too cold to-morrow all the downtown streets will be flushed in an effort to rid them of their coat of mud. The streets have been flushed twice a week at night, but Chairman Stegwe, of the Works Board, believes more can be accomplished in the day time.

Jones Lights the Fires.

Assistant General Manager Jones, of the street railway company, said that all the street cars were heated to-day, and that they would be heated every day that the temperature justified heating.

Militia Company Disbands.

Company G, Second Regiment, I. N. G., of Newcastle, has disbanded and the captain has returned the equipment to the State. There was lack of interest in drill.

Big Traction Enterprise.

Steps Taken in the Proposed Building of Extensive Interurbans.

## GATES FOR THE CROSSINGS.

An Ordinance Requiring Them will be Introduced in the Council.

An ordinance will probably be introduced in the City Council Monday night or at the next regular meeting, to require the railway companies to provide gates for the East Washington-street and East Massachusetts-avenue crossings.

Two street-car accidents at the East Washington-street crossing have been narrowly averted this week. Narrow escapes are a common occurrence at the Massachusetts-avenue crossing.

Members of the Board of Works say they have no authority to order safety gates for the crossings. They think something better than flagmen should be provided at these two places.

## INSTITUTION OUT OF COAL.

Condition of the Sailors' and Soldiers' Orphan's Home at Knightstown.

A. H. Graham, superintendent of the Knightstown Sailors and Soldiers' Orphan Home, who today died with the Governor's annual report and left at the Governor's office the reports for the legislative committee, says the institution is completely out of coal and cannot get it. Although it was ordered several weeks ago from Clay County, the ships are still waiting for the institution party to arrive. Graham says the institution is unable to handle the coal business properly.

## PARAGRAPHS OF THE DAY.

Minneapolis Council Auxiliary, D. of P., will meet to-morrow night.

The Gibson Band will have charge of the service at the Fletcher Place M. E. church, to-morrow night.

The women of Purnas Place church will hold a rummage sale, 322 Massachusetts avenue, to-morrow night.

The Women's Association of Meridian street church will meet Tuesday morning at 10 o'clock in the church parlors.

The Good Will Club will entertain at cards Monday evening at St. Joseph's Hall, corner Noble and North streets.

The Day Nursery Association will meet Monday evening at 8 o'clock at the home of Mrs. T. A. Alford, 125 North Delaware street.

The women of the Central Christian church will hold a rummage sale, 322 Massachusetts avenue, to-morrow night.

The board of managers of the Girls' Industrial School will meet to-morrow night at the home of Mrs. E. E. Kinnick.

A musical and a gift society will be given to-morrow night at the home of Mrs. E. E. Kinnick.

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## CARRIERS AND NEWSBOYS ENJOYED EVERY MINUTE

ENTERTAINMENT FOR THEM AT TOMLINSON HALL.

AN APPRECIATIVE AUDIENCE

Cordial and Unfettered Applause was Given by the Boys Who Knew When to Give It.

There were no introductory remarks last evening at Tomlinson Hall to usher in the annual Thanksgiving entertainment of The Indianapolis News for its carriers and newsboys. None were needed, and the most daring spellbinder would not have dared to face that keen and critical audience to delay the expected feast.

Such an audience as it was! More than 1,200 newsboys and carriers on the main floor, and a balcony occupied by their mothers, fathers and admiring friends, making a total of 3,500 persons. It was an audience that arrived early and stayed till the last number of the program; an audience that cheered the heart of everyone that took part in the entertainment by its cordial and unfettered applause.

Knew a Thing or Two Themselves.

The boys themselves are veterans in musical and sketch "stunts," and it went without saying that only the best artists would dare appear before such critics. Before the curtain rose the boys were somewhat brassy, and the house was swept with wave after wave of shouts and whistles mingled with a variety of cries sufficient to furnish a score or more of colleges and high schools.

At the moment the orchestra began its overture, the boys began to sing. At the various numbers of the program were presented the distribution of the applause began. It was wholesome and generous, and every time came in the right place.

Artistic Stage Setting.

As the curtains parted, the first really artistic stage setting that Tomlinson Hall has ever had was disclosed. The audience gave a shout of approval. The stage setting was due to the courtesy of Dickson & Talbot, who were of the opinion that the boys deserved the best they had in stock. Their contribution was supplemented by floral decorations, furnished by Bertram Bros., and rustic furniture by the Rhodes-Burford company.

Following the overture came The Indianapolis News' Newsboys Band, J. B. Vanderwerker, director, with popular selections, which caught the audience and started the show with the proper swing. "A Night with the Firemen" (sketch), by the Indianapolis Fire Department Glee Club, J. Fremont Frey, director, including a dramatic recital by Herman Frey, continued the enthusiasm.

A Violin Solo.

Miss Katherine Bauer, a young girl not more than fourteen years old, gave a violin solo, a romance by Wilhelmj. The solo was a masterpiece of excellent and the boys gallantly repaid the performer with a storm of applause. The "Boston Ideal March," by the Wuench trio, mandolins and guitar, gave good variety. J. Russell Powell, in excellent voice, sang "My Mother Was a Northern Girl" and "Just to Kiss Her Tears Away." These were illustrated by colored pictures thrown on a canvas, and made an artistic and effective accompaniment to the words of the songs.

Harry A. Porter, in a comical black-face make-up, stirred the house to shouts of laughter by his song, "Fortune-Telling Man" and "Bill Bailey, Won't You Please Come Home," and the recitation from "Whodunnit" by George H. Evans.

Some of the most pleasing and most clever numbers on the program were by actors, made possible by courtesy of Shaffer Ziegler, manager of the Grand Opera House, and by their own kind-hearted desire. Among these were Miss Reata Winfield, a charming violinist and impersonator, Falke and Semon, who are in the front rank as musical comedians and who evoked the wildest applause; Charles Leonard Fletcher, who gave impersonations by rapid make-up of Dewey, Schley, Dr. Jekyll and Mr. Hyde and others that showed him to be a true artist in his specialties, and Stuart Barnes, an up-to-date entertainer, whom the audience was quick to recognize as one of his own.

Miss Philip Goetz, soloist at the Central Christian church, graciously gave a song—"Auntie"—which was of the highest artistic excellence. She was accompanied excellently on the piano by Miss Carrie Hyatt.

Newsboys Took Part.

In the remainder of the program a number of newsboys took part. Among these were the "newsboys" quartet—"Rags," "Ink," "Shucks," "Pete" and "Peg," and newsboy "Buck," who sang "The Holy City."

The entertainment closed with a series of biograph pictures. Many of them were furnished by George K. Spoor, of Chicago, who has charge of the biograph at the Grand H. Sidney, of the Sol Bloom Publishing Company, Chicago, supplied the colored slides for the illustrated songs.

The hall had been made ready by George Breunig, city controller, the Indianapolis Polo League, through its manager, Harry Hornaday, having given time for the evening. Superintendent Taffe sent a sergeant and six men to assist at the doors.

The stage setting was under the supervision of "Toots," of the Park Theater.

Enjoyed by All.

Last night at Tomlinson Hall, the Indianapolis News gave its yearly Thanksgiving entertainment to its carriers and newsboys. The musical program was enjoyed by all. The numbers were all applauded by the newsboys in their usual way. Concluding the entertainment, were the biograph pictures. The stage was beautifully decorated.

Congressman Overstreet Goes East.

Congressman Overstreet left this afternoon for Washington for the opening of the session, but he will probably return to Indianapolis during the holidays. It is understood that Mr. Overstreet and Congressman Cromer, of the Eighth district, are the only Republican members of the Indiana delegation who are still refusing to support Congressmen Cannon, of Illinois, for Speaker of the House.

A Guaranteed Cure for Piles.

Itching, Bleeding and Protruding Piles. No cure, no pay. All druggists are authorized by the manufacturers of Fazo Ointment to refund the money if it fails to cure any case of piles, no matter how long standing. Cures ordinary cases in six days; the worst cases in fourteen days. One application gives ease and relief. Relieves itching instantly. This is a new discovery and it is the only pile remedy sold on a positive guarantee, no cure, no pay. Price 50c.

## A Giant's Struggle

It is a highly dramatic story and brings into play the strongest passions of strong men in struggle—greed, ambition, conspiracy, love of conquest—with the tragedies and hatreds that are sure to follow:

In 1858 the first oil well was drilled and thousands rushed into the oil regions and made fortunes. But one man, with the great imagination that makes poets, inventors, artists, generals, and leaders of every sort, and with sure instinct for strategy, laid his lines to get control. His advances were contested as stoutly as any battle that was ever fought and the struggle cost lives and fortunes and the happiness of thousands. But he won, and the result is the \$110,000,000

## Standard Oil Trust

that controls almost the entire oil industry of the century, owns its own vessels, cars, wharfs, and 35,000 miles of pipeline; controls railroads, owns big blocks in the steel trust, is now financing the beef trust, and only last month, came to the rescue in a Wall Street panic.

All this is powerfully and dramatically and thoroughly told in Miss Ida M. Tarbell's "Rise of the Standard Oil Company" now running in McClure's. Each number gives a complete episode. You can begin at any time, and any one can understand it—no knowledge of business is required.

Christmas McClure's is Ready. It would be a great magazine without this article; but with it!

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